(ग) जी, नहीं ।

(घ) ऐसी कोई सिफारिश करने का प्रश्न नहीं उठता ।

प्रथम भारत जनसंख्या परियोजना के अन्तर्गत हुआ खर्च 14.39 करोड़ रुपए था जब कि द्वितीय भारत जनसंख्या परियोजना, जिसे 31-3-1986 तक पूरा करने का प्रस्ताव है, का अनुमानित खर्च 58.24 करोड़ रुपए है । द्वितीय भारत जनसंख्या परियोजना के अन्तर्गत 31-7-1985 तक हुआ खर्च 45.86 करोड़ रुपए था ।

Recommendations of the Appuswamy Commitiee

2373. SHEI K. VASUDEVA PANICKER: Will the Minister of TRANSPORT be pleased to state:

(a) what are the details of the recommendations of the Appuswamy Committee; and

(b) what are the details of the recommendations accepted and implemented so far?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRl JAGDISH TYTLER): (a) A summary of recommendations made by Appuswamy Committee is enclosed. (See below).

(b) Al] except the recommendation at S. No. 28, 31, 35, 36; 37 and 38 have been implemented.

Summary of recommendations

For Action by Indian Airlines;

1. The top management at IA Hqrs. to take steps for proper coordination at Hqrs, between Operations, engineering, Training and Stores & Purchase Departments, under the DY.MD(T) who is placed in overall charge of all technical activities.

2. At regional levels, the Regional Directors should coordinate directly with the regional departmental heads all activities pertaining to the respective bases and hold periodical meetings to discuss inter-departmental problems.

3. The vacancies of technical staff in all categories should be filled at the earliest and brought to the sanctioned force level, as a first step. Simultaneously, the existing standard force should be reviewed for additional technical staff which may be required for the projected increase of IA fleet.

4. For filling the vacant post of Engineers, IA should give preference to Graduate Engineers in view of increased complexities of modern transport aircraft.

5. IA Management to delegate to Engineering Department the functions of recruitment and selection of technical staff to expedite the process of recruitment.

6. The scheduling pattern of Airbus aircraft should be altered to provide more ground time at parent bases for snag rectification. Where possible, more number of aircraft should night stop at the parent base for maintenance work.

7. Calcutta and Madras bases be developed as additional bases for Airbus and B-737 respectively, so that servicing and rectification can be undertaken to take advantage of he ground time available. With further augmentation of the fleet, these two bases be developed further with technical facilities, hanger ispace etc. to be able to undertake check 'C maintenance work of higher inspection schedules.

8. As only one Caravelle aircraft is in operation at present requiring disproportionate maintenance effort, its operaion should be discontinued to release manpower for Airbus maintenance work.

9. IA should take necessary steps for improving the general cleanliness of cabi$_n$ interior of all aircraft. HS-748 requires extensive renovation/replacement of seat upholsteryt cush-r ions etc. A separate cabin maintenance section b$_e$ developed to undertake this work which can be manned by technician/chargehand categories under 'Inspection Approval' if necessary, to relieve th$_e$ shortage of engineers.

10. Instructions to be issued to Engineering and Operations Departments that Engineers on arrival duty and flight crews must meet and discuss flight snags o$_n$ arrival of aircraft.

11. A Provisioning Committee to be appointed at each base comprising representatives from Material Planning, Stores and Purchase, Finance and Engineering Department to process provisioning of aircraft spares and workshop equipment.

12. An Inventory Control Cell to be created at HQ., comprising senior executives from Stores and Purchase, Finance and Engineering under the Chairmanship of Dy.M.D. (T).

13. Contents of Minimum Equipment List and its revisions to be discussed with representatives of Ope-rations. Engineering and Air-Safety departments before its introduction.

14. Views to b$_e$ obtained from thei professional bodies of pilots and engineers before the MEL is finalised/ revised.

15. Qualifying clauses to be introduced in the Preamble to the MED to permit release of an aircraft under exceptional circumstances provided it is authorised by the Chief Engineering Manager and Operations Manager of the parent base to cover the following contingencies:

(a) Without rectification of a last minute snag or due to shortage of spares from the parent base.

(b) The deficiency is beyond the scope of MEL.

IA to report such relaases within 48 hours to the local airworthiness authorities explaining th$_e$ circumstances under which the aircraft were so released.

16. The entire MEL list to be reviewed once in two years, or earlie: if warranted, to modify it in the light of the service experience gained.

17. Shortage of Instructors at the Bombay Base School be made up at the earliest.

18. AMEs be given more frequent and regular refresher courses and the Departments concerned should spar$_e$ the Engineers for such refresher courses readily.

19. IA management should discuss with the Pilots' and Engineers' unions and resolve Industrial Relation problems that exist now, resulting in certain amount of indiscipline and increase in delays to IA's services.

20. Wherever active pilots are holding RD posts, their flying should be restricted to the bearest minimum, so that they can devote maximum time for administration of their bases.

Similarly flying of DOs and OMs be restricted so that they devote more time for administration of their department.

21. Indian Airlines should depute a senior operations executive for atten ding the meetings of 'Committee en Coordinaion between Pilots and Ground Personnel' called by the Re gional Directors of the Civil Aviation Department.

22. The Flight Safety Department toif Indian Airlines should be more actively engaged in the investigation of major incidents and all accidents to Indian Airlines aircraft and the de partment should have adequate staff having proper status.

23. Indian Airlines should expedite setting up of facilities for Digital Flight Data Recorder read-out.

For Action by the DGCA;

24. Immediate action to be taken to fill the existing vacancies in the Aeronautical Inspection Directorate.

25. A review to be made for additional staff requirements in the Inspection Directorate on the basis of current and future increased activities of their Airlines.

26. In future more graduate engineers having degree in Aeronautical/ Mechanical/Electrical Engineering be inducted in the Aeronautical inspection Directorate.

27. Existing officers to b$_e$ adequately trained to meet the requirements of modern sophisticated aircraft. All officers to b$_e$ given periodical refresher courses and practical training.

28. A separate Directorate to be created within D.G.C.A. organisation for conducting all Licence Examinations, independent of Inspection Directorate.

29. A flight Ispection Directorate be created in the D.G.C.A. for checking the proficiency of Flight Crews and other related flight operations functions.

30. Status of Inspection Officers Incharge of the Bombay and Delhi Regional offices to be raised to the level of Director.

31. The Inspection Directorate at Headquarters should define the delegation of authority to the Regional offices more clearly to enable them to take on-the-spot decisions. The areas where the regional offices ar$_e$ required to approach Headquarters for approval should be clearly spelt, out.

32. The Approval System Ghould be reviewed in the right of experience obtained so far.

33. The Approval System should be subjected periodically to an 'Audit' by the Airworthiness Authorities say once a year, to establish that the system is working satisfactorily.

34. Investigation of major accidents to b$_e$ entrusted to an independent body entirely separate from the Directorate General of Civil Aviation.

35. The status of Officers-in-charge of the Regional Air Safety offices at Delhi and Bombay to be raised to the level of a Director.

36. The Air Safety Directorate to have $_a$ permanent cadre of ATC trained personnel.

37. The Directorate of Research and Development to be strengthened and made use of more effectively in matters connected with Airworhiness Engineering and other related matters.

38. D.G.C.A. to be given adequate financial authority/funds to expedite improvements required at various airports presently operated with deficiencies to enable IA to have more flexible schedules. Wherever such airports belong to IAF or Navy$_>$ the D.G.C.A. should liaise with the appropriate authority to expedite the required improvements.

39. X-ray equipment and metal detectors to b$_e$ installed at passenger terminals to screen the baggage and passengers, at least at stations where Airbus aircraft operate.

40. At Airports where traffic is high and adequate space is not available, passengers and visitors should be segregated immediately after checking in As a long term measure, adequate space and counters for passenger handling and security check be provided in the airport terminal buildings.

Setting up of the Civil Aviation Authority

2379. SHRI KALPNATH RAI: Will the Minister of TRANSPORT be pleased to refer to the reply to Unstarred Question 310 given in the